

North Carolina Department of Transportation
I-440 Interchange Improvements at Glenwood Avenue Project

Facilitated Listening Session

Saturday, September 29, 2018

Martin Middle School
1701 Ridge Road
Raleigh, NC 27607

Room 2108 Session

Transcription by:
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1 SPEAKER: This is Lynn Garrison. Okay.
2 All right. We're ready to roll. Question number
3 one, and Cassie is going to be great and capture
4 the themes up here. Remember, she may not capture
5 every word, but we have the recordings to make
6 certain that we have every word. So the first
7 question is that one word question. With one word,
8 describe what is the most important thing to you or
9 your household or business, that must be considered
10 as this project moves forward. The most important
11 thing to be considered as the project moves
12 forward.

13 SPEAKER: Safety.

14 SPEAKER: Safety.

15 SPEAKER: I agree with that.

16 SPEAKER: That's the first thing that
17 came to mind; safety.

18 SPEAKER: Safety.

19 SPEAKER: Environment.

20 SPEAKER: Environment. Great.

21 SPEAKER: Congestion.

22 SPEAKER: Congestion.

23 SPEAKER: Density.

24 SPEAKER: Density.

1 SPEAKER: How about aesthetics.

2 SPEAKER: Aesthetics. That'll challenge
3 your spelling.

4 SPEAKER: I was going to say, man. I
5 haven't had my coffee yet.

6 (Laughter)

7 SPEAKER: A-E-S-T-H-E-T-I-C-S.

8 SPEAKER: Thank you.

9 SPEAKER: Other one words?

10 SPEAKER: It's -- I'm concerned about
11 traffic volume. I don't know how to put that in
12 one word.

13 SPEAKER: Traffic.

14 SPEAKER: Traffic volume.

15 SPEAKER: Traffic.

16 SPEAKER: Well, traffic volume could be
17 --

18 SPEAKER: Well, let's just do traffic
19 volume. We'll do two words. Please come in and
20 join us.

21 SPEAKER: Thank you.

22 SPEAKER: There you go. Join right here.

23 SPEAKER: Thanks.

24 SPEAKER: We are on the first question,

1 which we were asking. With one word, describe,
2 what is the most important thing to you or your
3 household or business that must be considered as
4 this project moves forward? So one word, the most
5 important thing.

6 SPEAKER: I've got, like, four of five
7 one-word things that are kind of wrapped up in some
8 of those things over there. Do you want to hear
9 those?

10 SPEAKER: Yeah.

11 SPEAKER: Pedestrians.

12 SPEAKER: Uh-huh.

13 SPEAKER: Runners.

14 SPEAKER: Runners, you say?

15 SPEAKER: Uh-huh.

16 SPEAKER: Okay.

17 SPEAKER: Bicyclers. And what's a
18 scooterer (sic)?

19 SPEAKER: The Birds?

20 SPEAKER: Yeah.

21 SPEAKER: Scooterers (sic).

22 (Laughter)

23 SPEAKER: Birds. And now I think we get
24 them from lime, as well.

1 SPEAKER: And dog walkers. It's a
2 hyphenated word. It gets -- if you're trying for
3 one word.

4 SPEAKER: Dog walker. Got it.

5 SPEAKER: Any other one words?

6 SPEAKER: Children.

7 SPEAKER: Children. Okay. Let me read
8 the second sentence -- second question. Y'all be
9 thinking as we transfer the pages. What do you
10 believe is needed to ensure the safety of your
11 family, the people who live in the area and the
12 people who travel through the area? What do you
13 believe is needed to ensure the safety of your
14 family, the people who live in the area and the
15 people who travel through the area?

16 SPEAKER: Does safety include health?

17 SPEAKER: I think that you have to make
18 that determination. I'm not --

19 SPEAKER: For DOT it does.

20 SPEAKER: So safety includes health.

21 SPEAKER: Okay. For DOT it does. So
22 yes. Right. Thank you.

23 SPEAKER: Okay. Then I would like to
24 expand on my environment concepts.

1 SPEAKER: Excellent.

2 SPEAKER: All right. Because -- and when
3 I think of the environment, I think of air quality,
4 I think of -- of the rising heat temperatures, and
5 I think of run-off and water issues. Now the way I
6 understand mitigation credits -- like, if they're
7 doing this project, DOT will be purchasing
8 mitigation credits. And the way I understand it,
9 mitigation credits -- you -- generally have to be
10 purchased within a district, but they don't have to
11 be purchased within the six this exact area. So if
12 they deprive us of trees and other things that
13 effect our environment and our health, they don't
14 put it back right next to us. So what I'm saying
15 is, if you're going to mitigate the environment,
16 figure out how to mitigate it right here. Buy us
17 houses, turn them into pocket parks or something.
18 But when you mitigate our environment, do we want
19 it litigated 100 miles from here? No. We want it
20 mitigated within our area or don't destroy our
21 environment. Those are the things. Don't destroy;
22 or mitigate it within the immediate area.

23 SPEAKER: Thank you.

24 SPEAKER: That was good.

1 SPEAKER: Other comments? Other comments
2 around ensuring -- what is needed to ensure the
3 safety of your family, the people who live in the
4 area and the people who travel in the area? And I
5 should have noted this earlier, but there's index
6 cards on the table that are just for your use. If
7 you need to jot a note to remind you about
8 something you want to mention later in the
9 conversation, they are there and pens, if you need
10 them. Other thoughts around safety? Yes?

11 SPEAKER: This has to do with a lot of
12 the things we had on the first poster.

13 SPEAKER: Mm-hm.

14 SPEAKER: Because of the impact and all.

15 SPEAKER: Yes.

16 SPEAKER: Just looking at the study area,
17 traffic kind, of like water -- we had a lot of rain
18 here during Florence.

19 SPEAKER: Uh-huh.

20 SPEAKER: And we had a lot of wind on the
21 coast, but the people who got clobbered were in the
22 middle --

23 SPEAKER: Uh-huh.

24 SPEAKER: -- with everything that was

1 flowing through. Traffic is that way, too. We're
2 seeing a lot of the cut-through coming off of
3 Glenwood into the University Centennial Campus and
4 Hillsborough Street, and Western and Wade Avenue
5 are problematic during rush hour.

6 SPEAKER: Uh-huh.

7 SPEAKER: So it's not just our
8 neighborhood that we're looking at immediately.
9 It's University Park, it's Cameron Park, because
10 they all get impacted as that traffic tries to get
11 over Wade and over Hillsborough on to the area that
12 they're trying to reach as their destination.

13 SPEAKER: Yes.

14 SPEAKER: So it's that impact area, and
15 those folks -- I'm not sure of the level of
16 involvement yet, particularly as we have been
17 talking about traffic safety, children's schools,
18 things like that.

19 SPEAKER: Okay.

20 SPEAKER: Thank you.

21 SPEAKER: And be sure, when we get to
22 the question that asks for specific intersections,
23 et cetera, make certain that we list those at that
24 point. That'd be great.

1 SPEAKER: I wanted to expound -- that's a
2 very good point. But our neighborhood, because of
3 when it was laid out, does not have sidewalks, so
4 the extra traffic that comes through our
5 neighborhoods when Ridge Road backs up, we've got
6 people that are running, biking, pushing strollers,
7 walking, and that -- you -- we've gotten our speed
8 limit down to 25 within the neighborhood for that
9 reason, but the additional traffic would impact us
10 even more than some of the neighborhoods, because
11 we don't have sidewalks.

12 SPEAKER: So sidewalks are needed.

13 SPEAKER: Sidewalks, or lack of
14 sidewalks, because of --

15 SPEAKER: Yeah.

16 SPEAKER: And they really can't add them
17 at this point.

18 SPEAKER: So sidewalks are needed, yeah,
19 because it's trying to get at what is needed --

20 SPEAKER: How do they add those at this
21 point?

22 SPEAKER: I don't think they can. That
23 was my point, is that since we don't --

24 SPEAKER: I -- well, she's putting down,

1 are needed.

2 SPEAKER: Yeah.

3 SPEAKER: You may want to put, cannot be
4 added.

5 SPEAKER: Yeah. Exactly. That's what I
6 was saying -- yeah.

7 SPEAKER: Because they don't own
8 right-of-way and things like that -- I mean, they
9 may not have sufficient right-of-way.

10 SPEAKER: But you're saying that for
11 safety, I -- if I hear you --

12 SPEAKER: We're just -- well, I guess my
13 point was, since we don't have sidewalks and
14 they're not feasible to add at this point, that any
15 traffic that's funneled through our area is going
16 to impact that, so if they can, not funnel the
17 traffic through the area it would be helpful,
18 because we don't have the sidewalks.

19 SPEAKER: Which is, not funneling traffic
20 through areas without sidewalks.

21 SPEAKER: Exactly. That's a better way
22 to put it.

23 SPEAKER: That's -- that's a better way
24 to put it.

1 SPEAKER: Where -- where they can't be
2 added.

3 SPEAKER: Right. Right. Right.

4 SPEAKER: Exactly. And there are
5 probably other neighborhoods in the study that I'm
6 not aware of that are the same way.

7 SPEAKER: Got it.

8 SPEAKER: I just know about my specific
9 area in the Beckana subdivision.

10 SPEAKER: Got it. Thank you for that
11 clarification.

12 SPEAKER: Since I was an English major,
13 first I think editing --and I hate to speak again,
14 but it's like -- the other thing is, one -- and
15 mitigation credits is -- don't do environmental
16 damage, or -- or mitigation credits in the -- the
17 thing.

18 SPEAKER: So we want to be -- okay. So
19 if we add or --

20 SPEAKER: Or -- no. Or no -- no
21 environmental damage. Mitigation --

22 SPEAKER: So the safety concern is air
23 quality. And then there's other concerns --

24 SPEAKER: Air quality or -- prevent --

1 prevent environmental damage or mitigate credits
2 within the area.

3 SPEAKER: Can I ask the question that I
4 know y'all can't answer, but maybe the engineers
5 can? Have there been examples -- as you mentioned,
6 of mitigation, trying to keep those credits here --
7 are there any examples where the state actually
8 allows you to specifically say, if changes are done
9 here that they have to stay here? Or is it --

10 SPEAKER: The -- the --

11 SPEAKER: They're within a district.
12 They have to buy within a district.

13 SPEAKER: So -- so -- so if I could
14 encourage, if there are questions that you want to
15 ask DOT folks, let's -- let's hold those and do
16 those after the listening session, because this is
17 really designed to capture your answers to these
18 six questions. That's what we're here for. And
19 the only reason why the engineering representatives
20 are in here is so they can hear your responses to
21 these questions. So this is not a time for them to
22 answer questions, but I'm sure they will be around
23 afterward and would be happy to talk with you.
24 Okay. So I'm looking for other -- I think that you

1 were getting ready to say something, yes.

2 SPEAKER: Yeah. So I think, building off
3 of your point, which is an excellent point about
4 the runoff and the effects of this. As I say, I
5 live right off of Ridge Road, right at that access
6 point. And I can tell from the current conditions
7 and congestion, that many, many people are using
8 Ridge Road as a runoff from the beltline. They see
9 the traffic ahead, they come off -- well, now
10 that's become such a congested area. So if this
11 solution increases that, then to Edwards Point,
12 you're -- you're pushing even more people into
13 these neighborhoods and areas that perhaps don't
14 have the infrastructure to handle that.

15 SPEAKER: Mm-hm.

16 SPEAKER: Or there's not an appropriate
17 way to exit, get through. I mean, technically to
18 get out the other side of our neighborhood, you've
19 got to drive through an apartment complex. So
20 there are lots of, I think, trickle-down,
21 unintended consequences that sometimes occur.

22 SPEAKER: Sure.

23 SPEAKER: And so I do think that this
24 study needs to very carefully consider those,

1 particularly where there are limitations with
2 respect to the land.

3 SPEAKER: Mm-hm.

4 SPEAKER: There's limitations with
5 respect to where that volume can be handled, and,
6 you know, we do have a neighborhood that is full of
7 children. We've got schools, churches, dog
8 walkers. So there's a lot of, in our world -- in
9 my world, the safety concern is very, very
10 critical.

11 SPEAKER: Right. So is there something
12 that you'd like us to list that is specifically
13 needed to ensure the safety?

14 SPEAKER: No further increase in already
15 what is an excessively high volume for those -- for
16 those runoff areas that are impacted by the study.

17 SPEAKER: No further increase in traffic
18 volume. I just want to be certain that we're
19 capturing the right words. And of course --
20 [inaudible].

21 SPEAKER: We're getting it vocally too,
22 which is good to your point, that it may not be
23 perfect from there, but the points are clear.

24 SPEAKER: I think we need to get some

1 [inaudible] controls that clog these streets at 5
2 o'clock.

3 SPEAKER: And you're pegging [inaudible]
4 4 o'clock and 5 o'clock. [inaudible] anymore.

5 SPEAKER: Okay, well, let's talk one at a
6 time, because again, the recorder isn't going to be
7 able to pick it up if we got multiple people
8 talking. So if you can look at what we've captured
9 here, so that if that's not right, we can fix it.

10 SPEAKER: I think that's fine.

11 SPEAKER: Is that good?

12 SPEAKER: I was building off the concept
13 of the runoff areas and that there would be no
14 additional volume that's created from however the
15 [inaudible] is.

16 SPEAKER: Great. Wonderful

17 SPEAKER: And remember, we have a traffic
18 on one so we can get into specific intersections
19 and those targeted areas.

20 SPEAKER: Yes.

21 SPEAKER: Okay.

22 SPEAKER: Yes. I guess we can take that.

23 SPEAKER: They got [inaudible].

24 SPEAKER: Yeah, as far as safety -- and

1 it kind of gets to the first issue and all the
2 issues -- but I guess we have seen some proposals
3 of putting an interchange or overpasses near Ridge
4 Road or on Ridge Road and I think that's definitely
5 a bad idea. That in terms of --

6 SPEAKER: So we'll have an interchange
7 question coming up.

8 SPEAKER: Okay. Well, I mean, as far as
9 safety goes, I mean, I would say no overpass or
10 interchange near Ridge Road.

11 SPEAKER: Okay. No overpass or
12 interchange near Ridge Road. Okay.

13 SPEAKER: I don't think there's anywhere
14 near enough -- I mean, this is just raw safety, I
15 don't think there's enough crosswalk markings on
16 Ridge Road at all.

17 SPEAKER: Agreed. That's great. I
18 agree.

19 SPEAKER: I drove just down Ridge Road
20 yesterday, cutting around when they're letting all
21 the kids out of school. And some of these kids go
22 to preschool at Highland and some of them go down a
23 little further, I think, go to the Baptist church,
24 and there's absolutely no crosswalk there.

1 SPEAKER: Sorry, that's right on Ridge
2 Road? There's no crosswalk markings?

3 SPEAKER: Not enough crosswalks, yeah, I
4 agree. That's great.

5 SPEAKER: Yeah, I'm saying, if you're
6 trying to make Ridge Road safe, and this goes for
7 Glen Eden, too, for that matter. There's so much
8 traffic on that three times a day. There's no
9 crosswalk.

10 SPEAKER: That's great.

11 SPEAKER: And if you have a designated
12 crosswalk, you at least have a fighting chance to
13 get across without getting killed.

14 SPEAKER: Yes. Excellent.

15 SPEAKER: All right. Your estate will be
16 in good stead.

17 SPEAKER: Are there other thoughts,
18 especially from anyone who has not had a chance to
19 speak?

20 SPEAKER: Yes, so one of the line items
21 was no further increase, but I think there's also a
22 design opportunity to actually decrease the amount
23 of traffic. For example, if we went today and put
24 a barricade on the flyover bridge from 440 over to

1 Ridge Road, I think we would -- I think we would
2 immediately see a lessened impact. So I've seen,
3 you know, from an earlier study, different design
4 iterations there that didn't involve a connection
5 to Crabtree Valley Avenue. And my perception of
6 that was, some of those schemes actually lessened
7 the amount of traffic.

8 SPEAKER: So intentionally designed to
9 decrease.

10 SPEAKER: Yes. To not -- design it so
11 that we make it so onerous to get onto Ridge Road
12 coming from, let's say, North Hills, that people
13 just choose -- don't choose that as an option.

14 SPEAKER: Right. So intentionally
15 designed to decrease traffic volume. Yeah, I've
16 started it, anyway.

17 SPEAKER: Yeah.

18 SPEAKER: Just to clarify, the cut --
19 that says, cut through off of Glenwood, which is,
20 like, the second one down.

21 SPEAKER: Uh-huh.

22 SPEAKER: It's not necessarily off of
23 Glenwood, it's really exactly what Jeff was just
24 talking about, it's off of Ridge -- Ridge Road exit

1 off the Beltline. That's probably -- generate more
2 traffic other than what cuts over from Glenwood.

3 SPEAKER: So it's the Red Road -- Ridge
4 Road --

5 SPEAKER: Exit. Beltline.

6 SPEAKER: Yes.

7 SPEAKER: Possibly decrease the speed
8 limit.

9 SPEAKER: Okay. That's good, thank you.

10 SPEAKER: That's a good one.

11 SPEAKER: Decrease speed limit. Anything
12 else that is needed to ensure the safety?

13 SPEAKER: One other thing.

14 SPEAKER: Yes?

15 SPEAKER: This is basically a problem at
16 -- at possibly Lake Boone and Ridge Road, but it's
17 also a serious problem at Glen Eden and Ridge Road.
18 If you're -- if you're one of those poor souls that
19 wants to turn left in either direction at rush
20 hour, which is about an hour for -- you don't have
21 a chance. One car could go through, and there's 20
22 behind you.

23 SPEAKER: Okay.

24 SPEAKER: I went -- I've got a photo -- a

1 video of that from just yesterday, when I drove
2 through that.

3 SPEAKER: So what are you saying is
4 needed to combat that?

5 SPEAKER: At the traffic light, they
6 should put a left turn only arrow.

7 SPEAKER: Okay.

8 SPEAKER: And let both those guys -- at
9 least let five or six cars go through --

10 SPEAKER: They have enough time.

11 SPEAKER: They have -- they have one
12 going east. They don't have one going north.

13 SPEAKER: Uh-huh. That's right. I think
14 it's not even needed, but the fact that --

15 SPEAKER: Yeah. And it ought to last
16 longer than the one going east.

17 SPEAKER: That's what I was going to say,
18 is the one there is short.

19 SPEAKER: The time is wrong on the one
20 east.

21 SPEAKER: Ridge Road and Glen Eden.

22 SPEAKER: For the traffic pattern, yeah.

23 SPEAKER: Yeah. Uh-huh.

24 SPEAKER: For that time of day, for --

1 SPEAKER: And that's a dangerous crossing
2 spot, too, and we'll get to those when we get to
3 name specific lots.

4 SPEAKER: The thing for the Ridge Road
5 through traffic, they should have these left turn
6 lanes for Ridge Road through traffic going both
7 directions.

8 SPEAKER: Anything else that's needed for
9 safety?

10 SPEAKER: I think a completion of the
11 sidewalk on the west side of Ridge Road, which
12 would be from Westwood all the way down to the
13 Blenheim neighborhood.

14 SPEAKER: Okay.

15 SPEAKER: Sidewalk just -- we got 100
16 percent sidewalk on the east side, and we don't on
17 the west side.

18 SPEAKER: Okay.

19 SPEAKER: So you're saying on both sides
20 of Ridge Road?

21 SPEAKER: Yeah.

22 SPEAKER: I mean, why do we need a
23 sidewalk on both sides?

24 SPEAKER: Well, all you have to do is go

1 to Westwood where the sidewalk stops, and if we're
2 talking about building a street that's
3 pedestrian-friendly and bike-friendly, but then we
4 just have a sidewalk that arbitrarily stops. And
5 that's where everybody's then got to hop of over
6 Ridge Road during rush hour.

7 SPEAKER: And get run over.

8 SPEAKER: And there's no safe crosswalk
9 there.

10 SPEAKER: Then you would need crosswalks,
11 probably at Blenheim and Manuel.

12 SPEAKER: Correct.

13 SPEAKER: We've got to cross the road.

14 SPEAKER: We're having people coming fast
15 off the Beltline. That would be very dangerous to
16 have a crosswalk there.

17 SPEAKER: Seems like you're right.

18 SPEAKER: But if you extended the
19 sidewalk, you would need them. Yeah.

20 SPEAKER: Right. Yes, sir.

21 SPEAKER: Raleigh's invested a lot in
22 their greenway system.

23 SPEAKER: Yes.

24 SPEAKER: I'm a biker, but when I start

1 looking at safety places, you want every -- from
2 five to 95 or 105, you want folks to be safe on
3 what that is. And as I see on major roads and
4 corridors, we really want to get bikers into that
5 greenway and a safer system, and not facing traffic
6 as fast as we can. And in 2011, when these
7 [inaudible] were looked at, one of the key
8 [inaudible] points was that they didn't have
9 bicycle access where you actually want a bike to
10 go. And since then, we've put an incredible
11 connection on Glen Eden and on Lake Boone and on
12 Wade -- Ridge and Wade Avenue that we can get to at
13 Glenwood.

14 So to emphasize trying to get our bikers,
15 our kids, our dogs, our walkers, our runners into
16 our greenway system and preserve -- and -- and off
17 these roads that are going to have traffic on them.
18 It's just -- it's just a lot of texting going on
19 and people are distracted and it's not a safe place
20 to be. So anything we can do to take advantage of
21 the incredible greenway system that we have. And
22 I'm going to let you put that into words.

23 SPEAKER: How about walkers, bikers,
24 runners better and safer access to greenway system?

1 SPEAKER: Or increased access.

2 SPEAKER: Okay.

3 SPEAKER: It's -- or to encourage --
4 that. That's where they try to end up going for
5 most of their, you know, [inaudible].

6 SPEAKER: How would you do a greenway
7 access from Blenheim to Ridge Road Shopping Center?

8 SPEAKER: How close is Blenheim to
9 Glenwood?

10 SPEAKER: Blenheim is about -- it's four
11 miles exactly to Ridgewood Shopping Center along
12 Ridge Road.

13 SPEAKER: This would be Blenheim to the
14 north or the south of Glen Eden?

15 SPEAKER: Well, I think probably -- I'll
16 show you some time. Okay?

17 SPEAKER: Okay.

18 SPEAKER: Because there's -- there's no
19 greenway access from much of Blenheim to the major
20 destination. And that would -- that would -- that
21 is a -- that is a -- you've identified a problem on
22 Ridge Road, is what I'm trying to say.

23 SPEAKER: Up and down.

24 SPEAKER: Okay. Are you then -- you've

1 identified a problem.

2 SPEAKER: Well, it's not just on Ridge.
3 It's throughout our whole community.

4 SPEAKER: I understand.

5 SPEAKER: We have --

6 SPEAKER: Well, no, Ridge, the -- the --
7 the origin of the trip and the destination of the
8 trip are in a straight, short line, and there's no
9 alternative to that straight, short line that makes
10 visual and route sense to people.

11 SPEAKER: So maybe signage and direction.
12 Okay

13 SPEAKER: Yes. Yeah. I'm sorry for
14 being so emphatic about that.

15 SPEAKER: No, that's good. No, that's
16 great.

17 SPEAKER: And -- and Cassie has captured
18 it in a general form as opposed to a specific area,
19 so it's looking at the whole area.

20 SPEAKER: Uh-huh.

21 SPEAKER: Anything else that's needed to
22 ensure safety for your family, people who work in
23 the area, people who travel through the area? Yes?

24 SPEAKER: I live on Tazwell Place.

1 that get it?

2 SPEAKER: Now, were you saying the
3 crosswalks are needed there, as well?

4 SPEAKER: Yes, thank you.

5 SPEAKER: I think so.

6 SPEAKER: Yeah. And crosswalks.

7 SPEAKER: Okay.

8 SPEAKER: And while you're on the subject
9 of blinking lights, there are -- there's a device
10 that you see around town sometimes where it tells
11 you the speed limit is 35, but you're now going 45,
12 and it just flashes and so you see that and say,
13 well I better get to slowing. You see the speed,
14 so that's -- whatever those things are called.

15 SPEAKER: Yeah, actually --

16 SPEAKER: It'd be nice to see a few more
17 of those around.

18 SPEAKER: There's some, like, bushes kept
19 growing out from Blenheim that blocked 25 -- it's a
20 speed reduction from 35 to 25, but people can't
21 even see that.

22 SPEAKER: Right.

23 SPEAKER: Because they're coming around
24 the curve so fast and they're -- it's blocked by

1 bushes.

2 SPEAKER: Sure. So ensure that bushes
3 and trees don't block speed limit signs.

4 SPEAKER: Right. And those are old
5 signs, and I would suspect there are -- they used
6 to be called MUTs, and anyway, they're signing
7 stuff, and there's probably bigger and thicker
8 signs that are legally available to put there.

9 SPEAKER: Better signs.

10 SPEAKER: Better signage, yeah. Update
11 signage, too.

12 SPEAKER: As far as speeding is
13 concerned, there is one other way that's not being
14 used except when there's a [inaudible] and that's
15 called police. They usually, I mean --

16 SPEAKER: They train up there.

17 SPEAKER: You know they train up there,
18 across from where the Baptist church is, around
19 that curve, behind Kingswood. But they're just
20 training, they're -- you never see them around any
21 time during the times when there is significant
22 speeding on that road. I mean, I -- I don't think
23 the city has the resources, to be honest with you.

24 SPEAKER: Okay.

1 SPEAKER: Too busy responding to wrecks
2 on the Beltline.

3 SPEAKER: Are there other -- other safety
4 things that are needed? Yes?

5 SPEAKER: On the Lead Mine, North Hills
6 Drive, traffic calming.

7 SPEAKER: Traffic what?

8 SPEAKER: Calming.

9 SPEAKER: Traffic calming?

10 SPEAKER: There -- it's a different
11 design technique.

12 SPEAKER: Okay.

13 SPEAKER: Because we have speeding and we
14 had somebody killed up there. Real sad.

15 SPEAKER: Okay. Traffic calming. And
16 what was the area again?

17 SPEAKER: This is the Lead Mine and North
18 Hills Drive, that whole intersection, just right in
19 that area.

20 SPEAKER: And they've added so much there
21 in the last couple -- apartments.

22 SPEAKER: It's that scary intersection.

23 SPEAKER: Yeah.

24 SPEAKER: It's a scary intersection.

1 SPEAKER: Yeah. That's the truth.

2 SPEAKER: Other items? Yes?

3 SPEAKER: We do have roads that it's
4 difficult for our police department to actually
5 measure speed and control of traffic. Dixie is
6 one. They've asked me to come out and monitor.
7 And because of the hills and the curves, they have
8 told us on a regular occasion, it's very hard to
9 get a speed -- an identification of a speeder. But
10 you have cars that come down at incredibly fast
11 speeds, so we do have issues in our neighborhoods
12 that -- of visibility and roads, car and design for
13 high speed [inaudible]. So -- and it's not just
14 Dixie. It's probably almost every school we have
15 in our neighborhood. So --

16 SPEAKER: Where that road is.

17 SPEAKER: So it really is better speed
18 control in general throughout the area.

19 SPEAKER: Yeah.

20 SPEAKER: Yeah. Hard, again, to monitor
21 and hard, again, to enforce.

22 SPEAKER: Okay. Yes?

23 SPEAKER: I haven't seen it in Raleigh
24 but I have seen it in other cities that I've been

1 to that put LED lights in a crosswalk across a
2 road. With so much pedestrian traffic on Ridge
3 Road and with the -- I don't know when the state
4 law was changed, but you're supposed to yield to
5 all pedestrians, so if you're driving from the
6 Beltline to, let's say, Whole Foods and there's a
7 pedestrian there, you' be stopping every -- you
8 know, quite frequently. But if at the designated
9 crosswalks, when somebody's trying to cross an LED
10 light system comes on, and that's a designation
11 that somebody is going to be in that crosswalk.

12 SPEAKER: LED light. Yes. Okay. So
13 that was great discussion about safety. Anything
14 else before we move to the next question? Okay.
15 So as we -- as we shift paperwork, if you will
16 think about this third question. Is there a
17 specific, valuable community asset, something
18 important to the community and/or neighborhood
19 located within the project zone, that you are
20 concerned will be impacted? If so, what is it?
21 What is the community asset, and how do you believe
22 it will be impacted?

23 SPEAKER: I have two. The first one is
24 at the -- the off ramp from the Beltline and

1 Varnell, V-A-R-N-E-L-L, there is a Beckana Park
2 with a basketball court and I believe there's a
3 picnic table there and people gather there and that
4 is --

5 SPEAKER: So Beckana Park is the
6 community asset, not -- yeah.

7 SPEAKER: Beckana Park?

8 SPEAKER: Right. Or the park --
9 B-E-C-K-A-N-N-A, all one word.

10 SPEAKER: Okay.

11 SPEAKER: And the children use that,
12 adults use it. We've used it for some little
13 gatherings we've had in the neighborhood.

14 SPEAKER: Uh-huh.

15 SPEAKER: That is very close to the
16 Beltline, very close to the off ramp, but they had
17 talked about, at one point widening some of those
18 things and eliminating that park. So that's one
19 asset.

20 SPEAKER: It stays heavily wooded. It's
21 heavily wooded.

22 SPEAKER: Exactly. And it buffers the
23 sound.

24 SPEAKER: So as we talk about how it

1 might be impacted, we would say possible --

2 SPEAKER: Preserve it.

3 SPEAKER: Preserve -- yes.

4 SPEAKER: Right. Preserve --

5 SPEAKER: And it -- yeah.

6 SPEAKER: For -- for -- for use, for --

7 for -- preserve it for residents' uses.

8 SPEAKER: Right. They come from that --

9 the kids come from Blenheim. I mean, there's a

10 good basketball court there, and they come and

11 gather there.

12 SPEAKER: And -- yeah. And it's good for

13 sound and water issues.

14 SPEAKER: Right.

15 SPEAKER: Good for sound and water.

16 SPEAKER: And you had another one that

17 you wanted to share, as well.

18 SPEAKER: The other one, this is a

19 private -- a private area, but it does provide

20 sound barriers. And my understanding, this would

21 be the Coggins' farm on Ridge Road.

22 SPEAKER: Coggins' -- Coggins' farm.

23 SPEAKER: Yes ma'am. C-O-G-G-I-N-S.

24 SPEAKER: On Ridge Road.

1 SPEAKER: On Ridge Road. It's literally
2 across from Beckana.

3 SPEAKER: Okay.

4 SPEAKER: Undisturbed woodland.

5 SPEAKER: Exactly. And there are, from
6 what the resident told me, there are some migratory
7 bird habitats there that are sort of unique to the
8 area.

9 SPEAKER: Okay.

10 SPEAKER: And that is -- that is sound
11 and water issues regarding that. And heat. Sound,
12 water, and heat. Because those two things you
13 mention keep our neighborhood just a fraction of a
14 degree cooler.

15 SPEAKER: It's a buffer from the -- what
16 she was describing, that comes up from I-440.

17 SPEAKER: Great. Perfect. Other
18 specific community assets that could be impacted in
19 the project zone area?

20 SPEAKER: Well, obviously the schools
21 that -- that we're talking about, this school that
22 we're in right now and Francis Lacy, which is a
23 little farther down Ridge Road, could potentially
24 --

1 SPEAKER: So Martin and Lacy.

2 SPEAKER: Yes, ma'am. Could -- and the
3 -- and the private schools at the churches could be
4 impacted by the increased traffic, you know, coming
5 off of the Beltline or some of these other roads
6 when there's congestion.

7 SPEAKER: Yes. So increased traffic
8 would be the impact on those schools. Okay.
9 Great.

10 SPEAKER: There's one that's kind of -- I
11 don't know exactly how to put this, but it's
12 basically, the community asset we have in this
13 neighborhood is called neighborhood character. And
14 we basically are a unique neighborhood. It's rare
15 that you'll find a neighborhood in this whole city
16 that has sidewalks that are mostly on -- at least
17 on one side of the road, bike lanes, people walking
18 dogs, children walking to school. All -- their
19 safety is in jeopardy, as is neighborhood
20 character. I mean, churches and day school,
21 daycare. That's it. It could easily be ruined.

22 SPEAKER: And that -- and there's people
23 out -- the visibility of the people you recognize
24 in the street provides security for all of us, too.

1 SPEAKER: Exactly.

2 SPEAKER: Security.

3 SPEAKER: Okay.

4 SPEAKER: Keeps --

5 SPEAKER: Excellent. Other thoughts?

6 Specific community assets that could be impacted?

7 SPEAKER: I -- I'd like to go back up
8 there and emphasize right there where the Glenwood,
9 440, and Ridge intersect, that looking again at the
10 Coggins' --

11 SPEAKER: The Coggins' farm?

12 SPEAKER: -- farm area. That is -- that
13 is a special amenity to our area. As it -- as the
14 pressure has come -- and that's -- that's on our
15 edge -- and as that begins to undergo a tremendous
16 amount of pressures in livability, you begin to see
17 those areas becoming higher density [inaudible]
18 because there's [inaudible] that the single family
19 doesn't work there. So how we preserve the trees
20 and that natural area and those areas, as well as
21 our park down there close to it, those become
22 really critical pieces to our neighborhood.
23 Because that's our entrance, in a way, or
24 hopefully, maybe an end. Ridge Road's closed, it's

1 our end of the neighborhood. And so those are just
2 kind of a special area.

3 SPEAKER: Trees. Great. Got it.

4 SPEAKER: It's a community asset.

5 SPEAKER: Excellent.

6 SPEAKER: It's almost like taking away a
7 visual park we have.

8 SPEAKER: Yeah.

9 SPEAKER: Uh-huh. Other specific
10 community assets that could be impacted? Okay.
11 Yes?

12 SPEAKER: Possibly the -- the Ridgewood
13 Shopping Center entrance.

14 SPEAKER: Okay.

15 SPEAKER: It's already hard to get in
16 there sometimes. That's the entrance into that
17 shopping center off Ridge Road.

18 SPEAKER: Yes. And how impact -- how
19 would it be impacted?

20 SPEAKER: Increased traffic.

21 SPEAKER: Okay.

22 SPEAKER: It's just the whole
23 trickle-down effect from the traffic that gets
24 pushed off of I440 into the neighborhoods.

1 SPEAKER: Yes.

2 SPEAKER: Could block you from being able
3 to get in there in a timely fashion.

4 SPEAKER: Yes.

5 SPEAKER: And to get to the other roads,
6 because when there are a lot of turn -- you know,
7 people waiting to turn, then that creates sort of a
8 queue and you can't get around those cars to get up
9 -- to get off on Wade Avenue, so it just -- it --
10 it further compounds the problem of the congestion
11 in that area. That's a good point.

12 SPEAKER: That's -- that's, yeah. Our
13 city government has an asset for us that we need to
14 look at.

15 SPEAKER: Okay.

16 SPEAKER: And that is their environmental
17 goals for 2030.

18 SPEAKER: Okay.

19 SPEAKER: They have set standards for
20 environmental goals that concern emissions and
21 transportation, and -- and green space. And what
22 they have done is an asset, and those need to be
23 taken into account.

24 SPEAKER: Good. And how might they be

1 impacted? I know it seems redundant for me to ask
2 that, but I want to be certain we get the assets
3 and how might they be impacted.

4 SPEAKER: How -- how may -- we will not
5 meet them.

6 SPEAKER: Yeah, okay.

7 SPEAKER: We will not meet them.

8 SPEAKER: Okay.

9 SPEAKER: We should exceed them instead
10 of not meet them.

11 SPEAKER: Okay. Other specific community
12 assets within the area? Excellent discussion.
13 Okay. Number four, so you can be thinking as we
14 switch out the paperwork. From your -- oh, here's
15 the one that you're looking for. This is the
16 intersections. So from your perspective, what are
17 some of the most problematic traffic and pedestrian
18 problems that need to be addressed? And please be
19 specific with intersections, direction and/or time
20 of day or time of year where that's appropriate.
21 But what are some of the most problematic traffic
22 and pedestrian problems that need to be addressed,
23 from your perspective?

24 SPEAKER: Just to throw something in,

1 something I learned on Tuesday when I facilitated a
2 session. Let's focus on what the problem is, not
3 what your solution is.

4 SPEAKER: Uh-huh.

5 SPEAKER: So talk about the area, the
6 time, what the problem is, not what you think
7 should happen in the future.

8 SPEAKER: Great. Thank you, Cassie.

9 SPEAKER: Uh-huh.

10 SPEAKER: Well, you heard a lot of that
11 on the one.

12 SPEAKER: Yeah.

13 SPEAKER: Right. So when we can --

14 SPEAKER: So we can say, pedestrians
15 needing to cross streets safely.

16 SPEAKER: Yes, right.

17 SPEAKER: Instead of crosswalks.

18 SPEAKER: Yes.

19 SPEAKER: Right. Right.

20 SPEAKER: So you can put, pedestrians
21 needed to cross streets safely, and then we'd list
22 the areas that are a problem. Is that correct?

23 SPEAKER: Yes, exactly. We could bullet
24 those underneath that broad description, yes.

1 SPEAKER: Okay.

2 SPEAKER: Street. Okay. Do you have
3 some examples?

4 SPEAKER: Yeah, we're going to bullet.

5 SPEAKER: We've got -- we've already
6 mentioned Glen Eden and Ridge Road there --
7 interchange.

8 SPEAKER: Okay. And is that a certain
9 time a day, time of year?

10 SPEAKER: Change -- yes. From 4:00 'til
11 about 6:30, would you say?

12 SPEAKER: 4 -- yeah.

13 SPEAKER: Uh-huh.

14 SPEAKER: At least.

15 SPEAKER: 4:00 p.m.

16 SPEAKER: And morning, for the early
17 people.

18 SPEAKER: That's true.

19 SPEAKER: Yeah. Let's say 7:30 to 9:00.

20 SPEAKER: In the morning?

21 SPEAKER: Yeah, I'd say 7:00 to 9:00.

22 SPEAKER: 7:00 to 9:00 a.m. Okay.

23 SPEAKER: Yeah. My daughter almost got
24 hit there. It's scary.

1 SPEAKER: The big deficiency there is
2 that, ideally, there would be eight sidewalks, and
3 there's three.

4 SPEAKER: Uh-huh. Sure.

5 SPEAKER: The city has put in crossing
6 indicators and when you cross, there's nothing to
7 cross over to.

8 SPEAKER: Yeah, well, and -- and to that
9 point, to access the greenway on Glen Eden, there
10 is no sidewalk.

11 SPEAKER: There's no sidewalk.

12 SPEAKER: Awful.

13 SPEAKER: Yup.

14 SPEAKER: So I won't send my children --

15 SPEAKER: Okay. So let's talk about the
16 problem. So what -- what is the problem there with
17 the greenway?

18 SPEAKER: The lack of sidewalks.

19 SPEAKER: Lack of access.

20 SPEAKER: Lack of safe access. There's
21 no safe crosswalk, nor is there a sidewalk.

22 SPEAKER: So this is lack of access to
23 the greenway?

24 SPEAKER: Correct, yeah.

1 SPEAKER: Lack of access to the greenway.
2 SPEAKER: Safe access.
3 SPEAKER: I think this is an additional
4 --
5 SPEAKER: Oh, this is a new one?
6 SPEAKER: This is a new one.
7 SPEAKER: Sorry about that.
8 SPEAKER: That's okay. I'm going to put
9 it down here.
10 SPEAKER: That's good. Because I've
11 encountered that.
12 SPEAKER: There's -- kids don't want to
13 walk along there.
14 SPEAKER: Okay. Let's talk one at a
15 time, so that we can make sure our recording can
16 pick up the nuances of the conversation.
17 SPEAKER: Okay.
18 SPEAKER: Sure.
19 SPEAKER: So we're going to talk about
20 lack of safe greenway access.
21 SPEAKER: Correct.
22 SPEAKER: Okay?
23 SPEAKER: Because it ties into the lack a
24 safe crosswalk at the Glen Eden Ridge interchange.

1 SPEAKER: And you can say via Glen Eden.

2 SPEAKER: Right.

3 SPEAKER: From Ridge -- it'd be Ridge to
4 Glen Eden.

5 SPEAKER: Yeah, there's a greenway access
6 off of Glen Eden, but there's no safe way from the
7 sidewalk structure that's there now and the
8 crosswalk structure to access that greenway.

9 SPEAKER: Okay. Right. Are there other
10 areas that are affected that would need to -- we
11 need the bullet underneath that. We'll come back
12 to that.

13 SPEAKER: I'll come -- I'll come --

14 SPEAKER: Let's do the greenway real
15 quick, and then we'll go backtrack.

16 SPEAKER: And then we'll go back.

17 SPEAKER: Uh-huh. Any other greenway
18 specifics? Is there a time of day, or just in
19 general?

20 SPEAKER: It's -- it's because they
21 aren't there.

22 SPEAKER: Just in general.

23 SPEAKER: Just in general.

24 SPEAKER: Can I be -- and weekends,

1 especially.

2 SPEAKER: Yeah.

3 SPEAKER: So as the Ridge Road-440
4 interchange is redesigned, there is an opportunity
5 then to connect the northern edge of Ridge Road to
6 either of the Crabtree Park, or the Crabtree
7 Greenway. There may be some new opportunities.
8 Not so much for vehicular traffic, but for
9 pedestrians.

10 SPEAKER: So we can say adding additional
11 access.

12 SPEAKER: Yeah.

13 SPEAKER: Uh-huh.

14 SPEAKER: Adding access.

15 SPEAKER: Well, we already have access.
16 I think we just need to improve the current access.
17 I don't know you need -- I mean, we don't have
18 enough greenway going to downtown Raleigh. I mean,
19 that's where you need to put more access to. You
20 don't need two different accesses down the Crabtree
21 Valley Mall. I mean, how many people are going to
22 be biking down there or walking? I think Glen Eden
23 is fine.

24 SPEAKER: Uh-huh. Okay.

1 SPEAKER: So where you said that there --
2 there are additional access points needed down --
3 going down toward Raleigh, is that in our area?

4 SPEAKER: It's not in our area.

5 SPEAKER: That's not in this project.

6 SPEAKER: Okay, so I don't know.

7 SPEAKER: So you want to go back up to
8 the cross -- crosswalks? Any other intersections
9 or roads --

10 SPEAKER: Lake Boone and Ridge.

11 SPEAKER: Lake Boone and Ridge?

12 SPEAKER: Because of the school being
13 there, and specifically probably from 2:30 --

14 SPEAKER: Wait a minute. Wait a minute.
15 Trick -- yeah.

16 SPEAKER: Yes, ma'am. Write -- well,
17 just right at the big intersection at Ridge Road
18 and Lake Boone, there are traffic crosswalks there,
19 there are crossing guards during the school hours.
20 But sometimes the traffic pattern is such that
21 people will make quick left turns to avoid not
22 getting caught by the light when people are waiting
23 to cross.

24 SPEAKER: Right.

1 SPEAKER: So there might be some better
2 signage or better management of the traffic lights
3 there.

4 SPEAKER: Okay.

5 SPEAKER: What's the street around the
6 Meridian Church?

7 SPEAKER: Did you have one, as well?

8 SPEAKER: Darien. Darien.

9 SPEAKER: Yeah, I think where they were
10 talking about where the sidewalk ends and there's
11 no safe crossing, and of course that's also --

12 SPEAKER: Between Westwood and Ridge.

13 SPEAKER: -- there's a hill and a curve
14 in that location, so --

15 SPEAKER: Okay. Westwood and what?

16 SPEAKER: Westwood and Ridge.

17 SPEAKER: Westwood and Ridge.

18 SPEAKER: Westwood and Ridge.

19 SPEAKER: Westwood and Ridge and Beckana.

20 SPEAKER: Darien.

21 SPEAKER: And -- and so -- yeah.

22 SPEAKER: Not Beckana, Tazwell.

23 SPEAKER: This -- that's awkward.

24 SPEAKER: Tazwell and North Hills.

1 That's another place.

2 SPEAKER: Because you're right. Without
3 the sidewalks on that side of Ridge Road, people
4 are having to cross the traffic with no crosswalks
5 in heavy times to get to the sidewalks on the other
6 side of the road to utilize, you know -- to walk
7 and bike and whatever.

8 SPEAKER: I think the biggest traffic
9 problem is Lead Mine and Glenwood and Blue Ridge
10 and Glenwood.

11 SPEAKER: And what is the -- is it a
12 different problem from what we've got up there?
13 Are we naming a new problem, or is this the same
14 one?

15 SPEAKER: I mean that's the main problem.
16 That's the problem that they're trying to -- no,
17 it's not safe.

18 SPEAKER: Is it a crosswalk?

19 SPEAKER: No, it's congestion.

20 SPEAKER: So what is -- what is the
21 problem? And then we'll name the --

22 SPEAKER: Um, well, there's people coming
23 down Lead Mine that want to -- and there's a light
24 there and it's backing up traffic on Lead Mine and

1 Glenwood and it's just a bottleneck right there.

2 SPEAKER: It's a bottleneck. Traffic
3 bottleneck.

4 SPEAKER: Uh-huh.

5 SPEAKER: He's talking in my area, so
6 he's talking about Lead Mine, North Hills Drive.

7 SPEAKER: So the same thing he was
8 talking about.

9 SPEAKER: But Ridge Road is one big --
10 yeah.

11 SPEAKER: I just want to be sure we've
12 captured the problem, and then we'll capture the
13 actual intersection.

14 SPEAKER: Right.

15 SPEAKER: Uh-huh.

16 SPEAKER: Right, so there's a problem
17 with the traffic bottleneck.

18 SPEAKER: At Lead Mine and North Hills
19 Drive in Glenwood?

20 SPEAKER: Uh-huh.

21 SPEAKER: And that's also an area that
22 has pedestrian issues. We usually have people
23 trying there to cross Glenwood --

24 SPEAKER: Uh-huh. Because there are

1 apartments down that way.

2 SPEAKER: Exactly. Exactly.

3 SPEAKER: You're walking to the mall and
4 there's -- there's not sufficient signage and
5 sidewalks to safely do that in high traffic -- at
6 anytime.

7 SPEAKER: Yeah. Absolutely.

8 SPEAKER: Uh-huh. So those are mall
9 pedestrians, mainly?

10 SPEAKER: No.

11 SPEAKER: There are actually some of the
12 low-income housing, and they're using that to get
13 to work, too.

14 SPEAKER: Low-income housing's back
15 there.

16 SPEAKER: Okay. Okay.

17 SPEAKER: They're trying to get to bus
18 stops or the mall.

19 SPEAKER: Uh-huh.

20 SPEAKER: Uh-huh.

21 SPEAKER: Or even a place to work.

22 SPEAKER: Yeah.

23 SPEAKER: Right.

24 SPEAKER: Okay. So other traffic and

1 pedestrian problems that you want to identify?

2 Yes.

3 SPEAKER: This one's a little bit bigger
4 in scope, but definitely impacts the area we're
5 looking at. Our neighborhoods are laid out for
6 neighborhood streets. They're not laid out really
7 for commercial cut-through type traffic from major
8 commercial areas. Unfortunately, as Raleigh has
9 grown, from the city of Raleigh's perspective, our
10 neighborhood streets have stayed the same, which is
11 clinical. But the connections, like on Wade and
12 Hillsborough and Western, the 440 Beltline, which I
13 know y'all are focused on at this point and
14 Glenwood to a point in itself have not been made to
15 accommodate the growth that's coming all around.

16 The only capacity of the City of Raleigh
17 is not making changes to its infrastructure, our
18 DOT, is that the only place where there's capacity
19 or excess are our neighborhood streets. And I know
20 y'all talked about -- so the problem is there's no
21 place for traffic to go but to cut through
22 neighborhoods. So we've really got to focus.
23 Those first streets just went from 25,000 down to
24 17,000 with its changes. That didn't help our

1 problem. And 440 and going up -- and growth is
2 fantastic, you want it and you want to have it
3 addressed, but the problem is we haven't looked at
4 our major corridors.

5 SPEAKER: Uh-huh.

6 SPEAKER: Like 440, now and the future --
7 I know you're looking at that now, but it's not
8 just that, it's, you know, have them come up
9 Western, have them come up Hillsborough, have them
10 come up Wade, and those get backed up forever. And
11 that's why we're having issues. Does that make any
12 sense?

13 SPEAKER: Okay. Yes.

14 SPEAKER: That's really the problem with
15 [inaudible].

16 SPEAKER: So just to summarize, and
17 correct me if I got it wrong. So the streets are
18 designed to be neighborhood streets, not commercial
19 access.

20 SPEAKER: Right.

21 SPEAKER: And the issue is that people
22 are cutting through because the growth is so heavy.

23

24 SPEAKER: It's the only place where

1 there's any capacity left. Everything else is
2 bottlenecking.

3 SPEAKER: And -- and you -- you need to
4 improve the major transportation corridors.

5 SPEAKER: There's lack of attention on
6 the major corridors.

7 SPEAKER: Yeah.

8 SPEAKER: Uh-huh.

9 SPEAKER: Can you, sir, say that again?
10 Because you stated it as a -- yeah.

11 SPEAKER: Yeah, sure. Yeah, it's
12 actually -- you can actually list it as another
13 problem.

14 SPEAKER: Uh-huh.

15 SPEAKER: Lack of attention to major
16 corridors.

17 SPEAKER: Which is Glenwood and Westwood
18 and Hillsborough. They had some attention to
19 Hillsborough Street, which was basically, take the
20 traffic off of it and shove it somewhere else.

21 SPEAKER: One second. Hold that thought.
22 Now, let's name under the lack of attention to
23 major corridors, let's list -- let's list at least
24 a couple that you're talking about.

1 SPEAKER: Glenwood.

2 SPEAKER: Western corridor.

3 SPEAKER: Wade Avenue.

4 SPEAKER: Wade -- yeah, you said that.
5 That's the big one.

6 SPEAKER: That's a lot of it.

7 SPEAKER: Well, even the I-440 Beltline,
8 there's not enough capacity for getting onto, you
9 know, I-40.

10 SPEAKER: Yeah.

11 SPEAKER: Okay. Now we're ready to
12 yours. Yes.

13 SPEAKER: I'm not sure if this follows --
14 if this is under this -- this topic or not, but --
15 falls under this topic, but there's a -- a ton of
16 apartments being built around the mall, and we
17 don't want that traffic somehow spilling over into
18 our quiet little neighborhood.

19 SPEAKER: It's zoning and land planning
20 in relation to traffic.

21 SPEAKER: So let's talk about -- what is
22 the problem? Not -- not what the solution is, but
23 what is the problem?

24 SPEAKER: The congestion.

1 SPEAKER: High zoning.

2 SPEAKER: Development.

3 SPEAKER: Increased traffic from the mall
4 area, from housing being built, and --

5 SPEAKER: That's a good one.

6 SPEAKER: Uh-huh.

7 SPEAKER: Increased traffic is the
8 problem.

9 SPEAKER: Okay. Yes.

10 SPEAKER: For multi-family development.

11 SPEAKER: Uh-huh. Increased traffic.

12 SPEAKER: Yeah, I was trying to --

13 SPEAKER: We could also say from areas
14 zoned multi-family development.

15 SPEAKER: And we want to address it on
16 Glenwood, not Ridge Road.

17 SPEAKER: Yeah.

18 SPEAKER: Fix the problems on Glenwood
19 for those cars.

20 SPEAKER: And we've got that, yeah.
21 We've got addressing the -- the major corridors,
22 and we listed Glenwood there. Yes.

23 SPEAKER: Okay.

24 SPEAKER: Yes.

1 SPEAKER: Thank you.

2 SPEAKER: Uh-huh. Yes.

3 SPEAKER: Well, I think, too, some of the
4 earlier points, you know, we have kind of a
5 characterization of a neighborhood, individual
6 family homes. These are multi-family dwellings
7 that, unfortunately, don't have enough access even
8 for them to get in and out.

9 SPEAKER: Right. Right.

10 SPEAKER: You've got 100 people living
11 where one house used to be.

12 SPEAKER: Right.

13 SPEAKER: So to increase the
14 infrastructure, in order to accommodate their
15 access.

16 SPEAKER: So access to the apartments as
17 well?

18 SPEAKER: Uh-huh.

19 SPEAKER: Okay.

20 SPEAKER: Other traffic and pedestrian
21 problems that need to be addressed?

22 SPEAKER: Do you want to rename the --
23 the -- I mean put this on; also the access overflow
24 from the Beltline in the rush hour onto Ridge Road

1 from 440? I mean, it's on the other one, but this
2 is how -- that is a traffic problem.

3 SPEAKER: Uh-huh.

4 SPEAKER: So yes.

5 SPEAKER: That one --

6 SPEAKER: Ridge Road exit off the
7 Beltline.

8 SPEAKER: Yeah. And I think also the
9 Lake Boone exit off the Beltline.

10 SPEAKER: So the problem is overflow
11 traffic.

12 SPEAKER: Correct. Overflow traffic from
13 the Beltline.

14 SPEAKER: That's the problem.

15 SPEAKER: When you close that Ridge Road
16 exit, then you've got only one choice, and that's
17 Lake Boone. And if you're ever tried to turn left
18 on Lake Boone -- and you got about 50 cars in front
19 of you.

20 SPEAKER: You can't. You can't.

21 SPEAKER: Those are mainly during rush
22 hour times?

23 SPEAKER: Well, it can be almost any
24 time, on the Lake Boone exit trying to turn left.

1 SPEAKER: Okay.

2 SPEAKER: Uh-huh. It used to just be
3 rush hour.

4 SPEAKER: Yeah.

5 SPEAKER: Not anymore.

6 SPEAKER: Now -- there is no rush hour
7 anymore. All -- all hours seem to be.

8 SPEAKER: Okay.

9 SPEAKER: You -- you want solutions?

10 SPEAKER: Are there other --

11 SPEAKER: Well, and you've got the
12 hospital there and that -- there are more --

13 SPEAKER: Yeah.

14 SPEAKER: Well, and tied to that overflow
15 -- also goes back to that previous point of -- they
16 tore down those horrific apartments, thank
17 goodness, but they've built again significant
18 multi-family dwellings right here behind Martin.
19 So you've got a retirement community, you got those
20 high-volume apartments that are built where it was
21 not zoned quite as populous. And again, they only
22 got that one point to get on and off of the major
23 access.

24 SPEAKER: Yeah. Yep. Yes. Got it.

1 SPEAKER: Well, it's an increased density
2 without the traffic infrastructure to support it.

3 SPEAKER: Excellent.

4 SPEAKER: Might be a good way to phrase
5 it.

6 SPEAKER: Increased density without --

7 SPEAKER: Without -- I agree.

8 SPEAKER: Traffic infrastructure and
9 support.

10 SPEAKER: Or transportation support of
11 any kind.

12 SPEAKER: Exactly, 'cause it -- we really
13 should have mass transit.

14 SPEAKER: Uh-huh.

15 SPEAKER: I can't spell "infrastructure,"
16 so y'all are just going to have to bear with me.

17 SPEAKER: That's good.

18 SPEAKER: You've got it.

19 SPEAKER: I was looking at it too much
20 and it didn't look right.

21 SPEAKER: The board doesn't have spell
22 check.

23 SPEAKER: You're done, hon. Any other
24 pedestrian and traffic problems that we have not

1 addressed on these sheets?

2 SPEAKER: I think at that same location
3 we were talking about with the increase around Lake
4 Boone and the access point for I-440 --

5 SPEAKER: The overflow?

6 SPEAKER: I don't know how those people
7 cross the street to get to anything.

8 SPEAKER: So crosswalk. So add another
9 crosswalk.

10 SPEAKER: Again, in that same area I
11 think there's a lack of crosswalks.

12 SPEAKER: That's Lake Boone and --

13 SPEAKER: Well, it's whatever this road
14 is that runs behind Martin.

15 SPEAKER: Horton.

16 SPEAKER: Horton.

17 SPEAKER: Horton Street. Yeah.

18 SPEAKER: And again, that's close to one
19 of your greenway access points, which essentially
20 makes it inaccessible.

21 SPEAKER: It is. It's got a wonderful
22 greenway access point there. Yes.

23 SPEAKER: I actually live on Horton,
24 across the street, and I have a friend that does.

1 The only way he can get down to the hospital and
2 anywhere else is for him to kind of come up to
3 Ridge Road and back around.

4 SPEAKER: Yup. You can't get out that
5 intersection unless you turn right down there.

6 SPEAKER: There's no light there.

7 SPEAKER: That's a traffic issue.

8 SPEAKER: Oh, that whole intersection.
9 The whole 440 and Lake Boone Trail and Horton and
10 Lake Boone Shopping Center intersections are
11 horrible.

12 SPEAKER: Uh-huh.

13 SPEAKER: And I think they contribute to
14 the Ridge Road problem.

15 SPEAKER: Okay. Definitely. Got that.
16 Excellent.

17 SPEAKER: You're absolutely right.

18 SPEAKER: Yes, sir. Yes, sir.

19 SPEAKER: Do you want to say anything
20 about bicycles or scooters?

21 SPEAKER: Say again?

22 SPEAKER: Do you want to say anything
23 about bicycles or scooters that are going to be
24 coming like crazy?

1 SPEAKER: So bicycles and scooters being
2 the problem?

3 SPEAKER: For safety access, you know
4 what I mean?

5 SPEAKER: Yes, they have a problem.

6 SPEAKER: You do have some dedicated
7 bypasses.

8 SPEAKER: So increased use of bicycles
9 and scooters. Yes, sir.

10 SPEAKER: I'd just like to touch on the
11 greenway again. Once you reach the greenway,
12 whether it's from Meredith or from Wade or from
13 Glenwood or from Lake Boone, all the way to
14 Crabtree, there is no -- once you're on it, there's
15 no interaction with traffic for the bicyclist and
16 the [inaudible]. There is a problem in Glenwood
17 itself, when it comes out at McDonald's there,
18 inside that shopping center area. And to continue
19 to move into that northern direction and continue
20 that connection without interfacing with traffic is
21 complicated. So it's only -- it's on the west side
22 of 440. It's in the Crabtree Valley Shopping
23 Center area. Once you pop up there, you begin to
24 have a greenway navigational problem.

1 SPEAKER: It's at Woodridge and the
2 McDonald's.

3 SPEAKER: Yes. It's -- getting across
4 there is --

5 SPEAKER: So is it -- is the problem --
6 is the problem greenway navigation?

7 SPEAKER: It's getting from one greenway
8 to another.

9 SPEAKER: But what is the problem?

10 SPEAKER: The problem is making it safe
11 for the greenway continuous, so our kids can be on
12 there without interfacing with traffic. So it's a
13 safety issue.

14 SPEAKER: So that's the same bullet at a
15 different intersection.

16 SPEAKER: Yes.

17 SPEAKER: Because they're coming across
18 the traffic lanes.

19 SPEAKER: I want to work on that section
20 of the greenway.

21 SPEAKER: You want to make it specific,
22 it's Crabtree, Blue Ridge, and -- and instead of
23 McDonald's it's Blue Ridge and Crabtree.

24 SPEAKER: Think McDonald's will think of

1 that?

2 (Laughter.)

3 SPEAKER: Crabtree Valley Avenue.

4 SPEAKER: We all know where it is, but --

5 SPEAKER: That's exactly -- [inaudible]

6 by the Marshall Park.

7 SPEAKER: Well, I'll tell you that they
8 -- I almost ran into somebody coming across the
9 Blue Ridge Park portion where the greenway is. And
10 -- and there's clearly a crosswalk there, and I
11 slowed down, and the bike was over here and he
12 didn't know what I was going to do. And the next
13 thing you know, I'm saying well, I guess he's
14 stopping, so I'm moving forward, and he almost runs
15 into the side of me. It's just, like, it's -- put
16 a traffic -- some kind of a sign there.

17 SPEAKER: It doesn't make any traffic
18 rule sense right there.

19 SPEAKER: Uh-huh, yeah, that's right. So
20 they -- it needs to be reworked.

21 SPEAKER: Uh-huh.

22 SPEAKER: I don't know how you fit that
23 in there, but it -- that's -- that's another
24 problem and it -- in the same general area.

1 SPEAKER: Do you think we have it
2 captured?

3 SPEAKER: Oh, yeah, this is good.

4 SPEAKER: I think they need to looked at.

5 SPEAKER: Just -- just making sure we
6 have it captured. Any other traffic and pedestrian
7 problems that you would like to name that we don't
8 already have up on the board?

9 Okay. Let me read you the next question
10 to be thinking about while we transfer the paper.
11 What additional one or two things are important to
12 your household or business that you want considered
13 as the project moves forward? So this harkens back
14 to that first question where you had to restrict it
15 to one word. So this is where you can expound on
16 that. What additional one or two things are
17 important to your household or business that you
18 want considered as the project moves forward? So
19 you can repeat the one word. You can define better
20 what you were talking about there.

21 SPEAKER: Is it helpful for me to bring
22 the one words back up here?

23 SPEAKER: I remember mine. I can start
24 out on that.

1 SPEAKER: Okay.

2 SPEAKER: Mine was congestion. And what
3 I would like to see considered, as the project
4 moves forward, is an analysis of how, obviously, to
5 reduce the congestion, but how to, in a, say, 10 to
6 30 year plan as the area continues to grow, that
7 there's proactive measures in place to plan for
8 future improvements that don't have to be done
9 after the problem's already happened.

10 SPEAKER: Uh-huh.

11 SPEAKER: So sort of like a proactive --
12 proactive plan in place to reduce in -- the
13 congestion in the future.

14 SPEAKER: To reduce and anticipate future
15 congestion.

16 SPEAKER: Right, exactly.

17 SPEAKER: And this goes back to the
18 general topic, no cut-through traffic.

19 SPEAKER: Okay. No cut-through traffic.

20 SPEAKER: And stay -- and stay -- I have
21 a note on this. We want to stay in the
22 neighborhood and not -- Ridge Road is a
23 neighborhood street and not a thoroughfare.

24 SPEAKER: In my area, I'd like to have

1 better access to the bus.

2 SPEAKER: Okay. Hang on one second. So
3 Ridge Road is a neighborhood, not a thoroughfare.

4 SPEAKER: Thoroughfare.

5 SPEAKER: Thoroughfare.

6 SPEAKER: That's another one of those fun
7 words to spell.

8 SPEAKER: You did good.

9 SPEAKER: Thank you. Now I feel better.

10 SPEAKER: You had what -- somebody over
11 here had -- yes.

12 SPEAKER: I'd like to have better access
13 to the bus.

14 SPEAKER: Better access to bus.

15 SPEAKER: Just with the bike and all that
16 stuff.

17 SPEAKER: Okay.

18 SPEAKER: Not necessarily the most
19 prudent, but I'd like it to be close by. Yeah.

20 SPEAKER: Sure. Yes.

21 SPEAKER: I'd like to have better access
22 to clean air and quietness.

23 SPEAKER: Okay.

24 SPEAKER: Cleaner air.

1 SPEAKER: I -- I would like to see --
2 both the city and DOT -- when you look at
3 neighborhoods, look at them as that asset to
4 quality of life, that experience that has --
5 quality is better to what we add to the value of
6 Raleigh as a place that you want to live. Not
7 necessarily as an asset from a road structure, that
8 we can help mitigate a problem of Glenwood Avenue
9 that's 60,000-70,000 trips a day.

10 SPEAKER: Yes.

11 SPEAKER: That's -- that's higher
12 prioritize the neighborhoods we do have left, try
13 to help them enhance or keep their quality of life
14 that they had, and that would include you air
15 quality, your life quality, your noise quality,
16 your transit quality, all of that.

17 SPEAKER: Yeah.

18 SPEAKER: And also public safety. So in
19 terms of healthy families.

20 SPEAKER: Yes.

21 SPEAKER: Yes.

22 SPEAKER: So consider our neighborhoods
23 as part of the quality of life of this area.

24 SPEAKER: We'd do well to protect that.

1 SPEAKER: Yes. Okay. Good. Yes.

2 SPEAKER: So in one of these other
3 sessions I think, most people heard about the plans
4 for the widening of 440 from Wade all the way to
5 Interstate -- to the Crossroads area.

6 SPEAKER: Uh-huh.

7 SPEAKER: And how the schedule of that
8 project will impact us -- will impact the greater
9 Ridge Road area, the overlay of starting that
10 project before anything is fixed at the 440
11 Glenwood interchange or if both projects were to
12 happen at the same time.

13 SPEAKER: So you're -- you're asking them
14 to consider the timeline of the widening of the
15 Beltline -- 440 for this project.

16 SPEAKER: Yeah. From Wade to --

17 SPEAKER: To Glenwood. It'll go through
18 Glenwood. We -- we have, I think, a series of
19 widenings already, like Wade and at Hillsborough
20 Street and further out towards --

21 SPEAKER: Crossroads?

22 SPEAKER: Crossroads. We need to see
23 what the impact is and how much traffic that
24 actually can alleviate. That will help us

1 understand the seriousness of what might be
2 happening in our neighborhoods that -- the next
3 intersection --

4 SPEAKER: So consider the impact of
5 widenings that are already underway?

6 SPEAKER: Yeah, at West -- maybe we -- we
7 hold back for a couple years and observe what is
8 happening with that, what already is proposed,
9 which is a lot -- y'all are doing a lot, trying to
10 help with the traffic.

11 SPEAKER: So you're saying take time to
12 see the impact of the widening projects?

13 SPEAKER: Right. Before we do a lot of
14 changes, especially to Ridge Road [inaudible].

15 SPEAKER: Okay. Let me repeat the
16 question again. What additional one or two things
17 are important to your household or business that
18 you want considered as this project moves forward?

19 SPEAKER: I have one more.

20 SPEAKER: Yes.

21 SPEAKER: As we look at the problems, I
22 know that -- I've heard this may not necessarily
23 address the problems on Creedmoor and Lead Mine,
24 which is part of the study area. Lead Mine and

1 Creedmoor seem to have a difficulty getting on 440
2 without making the lights travel to either
3 Greenwood or up to -- I guess, is it 64? And those
4 are difficult areas. We might start trying to look
5 at that area in there and think of what capacity
6 might be needed to help. All the roads in North
7 Raleigh come into -- if we're going to use 440 as a
8 major corridor, there's an outflow -- that's what
9 going to happen. How do we help that traffic
10 pattern? Because the areas like the 64 extend
11 already to Glenwood, are already really
12 overburdened. That maybe looking for another type
13 of access through --

14 SPEAKER: So consider the capacity needs
15 to move traffic from Creedmoor and Leadmoor -- Lead
16 Mine to 440. Yeah.

17 SPEAKER: Yeah, and -- and right now,
18 that's complicated, because we're not looking at
19 anything from Glenwood and 64. That's a long
20 stretch. And that means if we challenge, perhaps,
21 I don't know. That's just --

22 SPEAKER: Okay. Other thoughts?

23 SPEAKER: I have one more.

24 SPEAKER: Yeah.

1 SPEAKER: So basically, common -- there's
2 no connection -- I guess no direct connection
3 between Crabtree Valley Avenue and Ridge Road.

4 SPEAKER: Uh-huh.

5 SPEAKER: Right now they've got something
6 on one of the drawings that has an overpass from
7 Crabtree Valley into the Beltline and possibly into
8 Ridge Road, so we would hope that that wouldn't
9 funnel more traffic into --

10 SPEAKER: So -- so what are you wanting
11 to have considered?

12 SPEAKER: No -- no -- no direct access
13 from Crabtree Valley Avenue to Ridge Road.

14 SPEAKER: No direct access from Crabtree
15 Valley to Ridge Road.

16 SPEAKER: Crabtree Valley -- Valley.
17 Crabtree Valley Avenue. That's the road that goes
18 behind Crabtree.

19 SPEAKER: No connection.

20 SPEAKER: Okay.

21 SPEAKER: So that's to Ridge Road. To
22 Ridge Road or to 440?

23 SPEAKER: To Ridge Road.

24 SPEAKER: To Ridge Road.

1 SPEAKER: No, they can take all they want
2 to into 440.

3 SPEAKER: But that would make more sense,
4 because you got all these multi-family units that
5 would probably want to get to an interstate or an
6 interstate connector.

7 SPEAKER: That would put a burden on you,
8 though, if you want to go to Crabtree Valley
9 [inaudible] be screwed by that. You would have to
10 get up to Glen Eden come out there at Glenwood to
11 somehow get to Crabtree Valley.

12 SPEAKER: I'm fine with that. I live in
13 the neighborhood. I'm fine if you block off Ridge
14 Road. And who lives closer than me?

15 SPEAKER: Okay.

16 SPEAKER: No one.

17 SPEAKER: Well, I will say, there's a
18 solution my wife has pointed out, and it's like in
19 a lot of gated communities, on Ridge Road exit off
20 the Beltline you could -- with the gates, and you
21 just put your little credit card in and you can
22 come along.

23 SPEAKER: Okay.

24 SPEAKER: So what additional one or two

1 things are important to have considered as part of
2 this project moving forward? Anything else, or
3 have we captured it all? Yes.

4 SPEAKER: One other thing, and DOT has at
5 least talked to us other DOT folks -- they said
6 they would be willing to look at this. What are
7 those chances, that if you do cut off access to
8 Ridge Road from Glenwood, from 440, that
9 intersection. It sort of becomes a larger
10 neighborhood, kind of a -- it's not a cul-de-sac.
11 The neighborhood streets are connected, but it's --
12 that sort of becomes a dead-end entrance, and they
13 said they'd be willing to look at that from a
14 traffic perspective and a traffic study. And
15 while, yes, you would have to go out a little
16 further to get onto -- most people probably would
17 be happy to make that extra trip to get on the 440
18 in order to preserve the neighborhood. So they
19 said they'd be willing to look at no access from
20 Glenwood and from 440 onto Ridge Road. So look at
21 it.

22 SPEAKER: So consider no access between
23 440 and Ridge Road.

24 SPEAKER: No access. Uh-huh.

1 SPEAKER: Ridge Road.

2 SPEAKER: And Glenwood.

3 SPEAKER: And Glenwood Avenue.

4 SPEAKER: Yeah, and Ridge Road. Yeah.

5 SPEAKER: Have you got that?

6 SPEAKER: I think so.

7 SPEAKER: I feel sorry for the

8 [inaudible].

9 SPEAKER: I did want to add one more
10 thing that we explicitly mentioned earlier, but
11 that the study does not significantly impact the
12 neighborhoods at the end of Ridge Road by making
13 any changes to the interchange at Glenwood and
14 I-440.

15 SPEAKER: Yes.

16 SPEAKER: That they're no significant --
17 they talked about a number of things, like taking,
18 you know, front yards along Ridge Road and part of
19 the --

20 SPEAKER: Sorry, I'm not clear on what
21 you want to have considered.

22 SPEAKER: That basically, we don't want
23 them to change -- you know, make significant
24 changes to the neighborhoods from, say, Glen Eden

1 to the interchange by doing anything to that
2 interchange.

3 SPEAKER: So no significant neighborhood
4 impact.

5 SPEAKER: Right.

6 SPEAKER: From Glen Eden --

7 SPEAKER: Glen Eden to the interchange,
8 the current interchange. They proposed making
9 these changes to it.

10 SPEAKER: Okay.

11 SPEAKER: Does that make sense to you?

12 SPEAKER: Maybe they could stay within
13 the right-of-way.

14 SPEAKER: Because she's -- yeah. Because
15 they said they weren't going to -- first they said
16 there were going to be changes to Ridge Road. Then
17 they said there weren't. So we're not sure what
18 the status of that is, but that there's no
19 significant changes made between that stretch that
20 would -- would impact the residents on either side
21 of Ridge Road.

22 SPEAKER: Okay. Okay. All right. Yes.

23 SPEAKER: There may be another way to put
24 that. But the -- try not to affect the -- inside

1 the Beltline with any interchanges -- any changes
2 at I-440, or the Crabtree Mall area -- try not to
3 affect inside the Beltline with those changes.

4 SPEAKER: So no impact inside the
5 Beltline is what you want them to consider?

6 SPEAKER: Yes.

7 SPEAKER: So it's the same --

8 SPEAKER: Or no negative. It --

9 SPEAKER: Right.

10 SPEAKER: Yeah. So I --

11 SPEAKER: No negative impact.

12 SPEAKER: Okay.

13 SPEAKER: I think what they're trying to
14 articulate is, if you make modifications, to not
15 encroach any further from where it already --

16 SPEAKER: That might be a better way of
17 putting it. That's a better way of putting it,
18 yeah.

19 SPEAKER: So where the infrastructure
20 already is --

21 SPEAKER: Could you start -- I want to be
22 certain the recording can pick you up.

23 SPEAKER: Sure.

24 SPEAKER: And with other voices, it can

1 be hard. So if you could restate that, that would
2 be great.

3 SPEAKER: So I -- I think the point
4 they're trying to articulate is, with any changes
5 that are made at the I-440 and Glenwood
6 interchange, that those changes be on the northern
7 or outer Beltline side where you've got commercial
8 properties and nonresidential areas, which could
9 hopefully accommodate larger loops or access or
10 widening more easily without impacting the
11 residences and the already right-of-way that's in
12 people's front yards on the inside of the Beltline
13 side, where you've got homes along Ridge Road,
14 where you've got large -- the Coggins' farm, which
15 we had talked about, which was an asset -- and a
16 buffer from that traffic; so trying to keep most of
17 those modifications to the other side of the
18 Beltline.

19 SPEAKER: So if modifications are made,
20 consider changes on the commercial side, that --
21 whether it may already be capacity.

22 SPEAKER: Correct, rather than the
23 residential side.

24 SPEAKER: Okay. Yes ma'am.

1 SPEAKER: I don't know how to state this,
2 so I would prefer that you not start writing. He
3 may be able -- we have different socioeconomic
4 issues in this -- these areas, and I think it was a
5 very good comment about the bus, because there are
6 people that live in the apartments along Lead Mine
7 area that need to get to work to jobs that serve
8 us. And I think that is a very important point,
9 that workers are able to access their jobs. And I
10 don't know how to put that.

11 SPEAKER: Well, so we could just simply
12 say ensure that, if you like to tie it to the
13 apartments, we could say sure, that --

14 SPEAKER: Said -- said what -- Do they
15 have transportation?

16 SPEAKER: Apartments have good access to
17 transportation options.

18 SPEAKER: To transportation options.
19 Yes.

20 SPEAKER: What are you trying to -- yes.

21 SPEAKER: Yes, I'd like to look into more
22 sophisticated traffic lights, since they could be
23 used in efficiency in low -- they could do a lot.
24 They could move that traffic.

1 SPEAKER: Okay. So consider more
2 sophisticated --

3 SPEAKER: Yeah. The [inaudible].

4 SPEAKER: Consider more sophisticated
5 traffic signal options to move traffic. Okay.

6 SPEAKER: Just to add to that, at
7 Glenwood Avenue -- there's a lot of people in
8 Glenwood Avenue that leave and they don't really
9 want to go to Crabtree Valley. They're just trying
10 to get to either Creedmoor Road or even further
11 down, up the big hill and on Glenwood. So I mean,
12 if there's a way they could move that traffic
13 through without stopping it, they would solve a lot
14 of problems right there.

15 SPEAKER: I've heard that's like 60
16 percent or higher coming from downtown. If they
17 want to go in the middle lane, or high right lane,
18 just go over.

19 SPEAKER: If I want to go to the
20 mall, I'm stuck.

21 SPEAKER: That's what I was going to say.

22 SPEAKER: The [inaudible] at Glenwood
23 Avenue in certain parts.

24 SPEAKER: Like in Austin, Texas, where

1 they have the double --

2 SPEAKER: I'm not clear on what should be
3 considered. So what -- what do we --

4 SPEAKER: Widening or improving Glenwood
5 Avenue for non-Crabtree flow?

6 SPEAKER: Okay. Thank you.

7 SPEAKER: Make it --

8 SPEAKER: I think that was --

9 SPEAKER: You don't want to stop
10 it, you want to keep it moving.

11 SPEAKER: I think that was the intention
12 of making access to the mall be primarily on
13 Crabtree Valley Avenue, hence the connection to
14 440, so that --

15 SPEAKER: Capacity.

16 SPEAKER: -- for lack of a better term,
17 Glenwood on the north side of the mall would be
18 more of an express route.

19 SPEAKER: I've never understood why they
20 had so many entrances into the mall, because that
21 slows -- when you go to Southpoint, there are two
22 -- there's really one way to go in. And so when
23 you're coming off of 40 there, there's not this
24 continual stop where people are exiting, and that's

1 one of the problems. They might consider reducing
2 the number of entrances into the mall and funneling
3 it into one major entrance.

4 SPEAKER: Okay. Reduce entrances.

5 SPEAKER: Uh-huh. Reduce number of
6 entrances, yeah.

7 SPEAKER: Number of entrances, yes, into
8 Crabtree Mall.

9 SPEAKER: And maybe do it down at Edwards
10 Mill or somewhere at the other end, where the
11 traffic can have --

12 SPEAKER: And that middle one is stupid.

13 SPEAKER: Yeah. That one's the one that
14 -- it causes more little -- almost wrecks, and you
15 got people trying to cross.

16 SPEAKER: It's indirectly related, but
17 that's in a flood plain and I've seen the lake out
18 there.

19 SPEAKER: Yeah.

20 SPEAKER: They're going to see,
21 they can't trust it to science. It's
22 coming.

23 SPEAKER: Yeah.

24 SPEAKER: You could raise that thing as

1 well. That's another way of avoiding the water
2 problems, is a waterfall. So --

3 SPEAKER: So consider raising -- consider
4 a flood plain and a need for road elevation.

5 SPEAKER: Consider flood plains, and the
6 need to --

7 SPEAKER: I think they're also going to
8 have a problem with their budget, because they have
9 to repair a lot of roads down Eastwood.

10 SPEAKER: Lots of challenges.

11 SPEAKER: Any other important issues?
12 Yes.

13 SPEAKER: I think the DOT should consider
14 or look into buying Crabtree Valley Mall and make
15 it cheaper than \$230 million they put it up for.

16 (Laughter.)

17 SPEAKER: Unfortunately, it's one of the
18 few malls people still go to. That's the problem.
19 Malls are dying, but that one's thriving, so it's a
20 --

21 SPEAKER: Would you like me to capture
22 that on paper? DOT to buy Crabtree Valley Mall?

23 (Laughter.)

24 SPEAKER: It's on the recording, so we

1 just got it.

2 SPEAKER: Just so you know, though, I
3 heard that Crabtree Valley Mall can be raised,
4 meaning raised up. And the vertical space above it
5 is already zoned for them to do that. So if they
6 wanted to put parking below and go up, you may see
7 that in 30 years.

8 SPEAKER: That would access more land for
9 doing things, yeah. That's a very good point.

10 SPEAKER: So the DOT should buy it.

11 (Laughter.)

12 SPEAKER: And Crabtree lives in the
13 airspace above.

14 SPEAKER: Okay. Question number six for
15 you to think about as we swap out the paper. What
16 can NCDOT do to demonstrate being a partner with
17 the community of stakeholders while tackling the
18 complex transportation challenges created by rapid
19 urban growth in Wade County? So what can DOT do to
20 demonstrate being a partner with the community of
21 stakeholders while still tackling complex
22 transportation challenges that we see as a result
23 of urban growth?

24 SPEAKER: Well, the proactive studies, I

1 know that they're -- they're always doing them, but
2 to ensure that proactive studies continue as the
3 area grows, to handle the infrastructure. And I
4 cite, as an example, the Beltline between Wade
5 Avenue and Cary, where it should have been widened
6 25 years ago and now we're -- that's a lot of the
7 bottlenecks we see and -- and I've read where
8 there've been studies and there've been studies,
9 but I've yet to see another lane added.

10 SPEAKER: I don't know. Work with state
11 of the art type engineering firms.

12 SPEAKER: Other things that DOT could do
13 to be a good partner?

14 SPEAKER: Work with Citizens' Advisory
15 Committees.

16 SPEAKER: Okay.

17 SPEAKER: Work with Citizen Advisory
18 Committees.

19 SPEAKER: It's normally done through
20 Campo, but I think more directly with it.

21 SPEAKER: Okay. All right.

22 SPEAKER: Other thoughts? Yes, sir.

23 SPEAKER: I have two. One is, not -- not
24 everybody wants to get immersed in data, and I

1 realize that data could be misinterpreted and
2 confusing. Y'all have an incredible map up right
3 now of your highways in DOT, with your traffic
4 numbers and your volumes looking over the last 10
5 years, which are excellent to use as a resource.
6 So I would encourage that y'all also work with the
7 City of Raleigh. It seems to not have access to
8 that kind of data, and that's when we start looking
9 at our neighborhood streets, for instance. You
10 show us on Ridge that we have 8,700 trips a day at
11 the Wade intersection and Ridge. And we see some
12 on Dixie and -- both of those are city streets --
13 but you know, we have that kind of data all over
14 within the city of Raleigh, so that would help.
15 The other thing is --

16 SPEAKER: So, let me be sure I capture
17 that; so greater sharing of data with the City of
18 Raleigh?

19 SPEAKER: Yeah. Well, no; access to data
20 so that we all can see it, but as -- but work with
21 the City of Raleigh to also put their data up like
22 you've done with your data. You need to have it --

23 SPEAKER: So combine it. So make certain
24 that all the data is available, both the city data

1 and the DOT data.

2 SPEAKER: Help -- help us with the --
3 help us with getting the city's data like y'all
4 have done as a model.

5 SPEAKER: Okay.

6 SPEAKER: A synergy between the two.

7 SPEAKER: Okay. Got it. Got it.

8 SPEAKER: Very good.

9 SPEAKER: A second thing is, when this
10 was done in 2011, I'm -- I'm told, I wasn't there
11 at the time listening, that because of the
12 congestion in Glenwood, which is a traffic numbers
13 issue and because of lack of access of biking to
14 that area, that this is why those original studies
15 were done. We solved the biking issue, I think, in
16 a glorious way. Traffic probably has not been
17 solved. And now we hear that it's crash data,
18 also, that's becoming a driving force of why we
19 need to be looking at this area and especially the
20 number of crashes in the area.

21 I've gotten some of that data from DOT,
22 but the DOT -- they could make -- that becomes a
23 grabbing force, helping us understand where our
24 dangerous intersections are. It does -- it not

1 only helps us understand where we probably
2 shouldn't go to or have our kids go to, but it also
3 shows us where we need to be more careful. But
4 having access to that crash data around those
5 intersections -- and I've got it at Creedmoor and
6 Lead Mine and [inaudible] and some of the others,
7 but that's hard data to get to.

8 SPEAKER: So is it greater communication
9 about dangerous intersections, including the crash
10 data?

11 SPEAKER: Yeah. Uh-huh.

12 SPEAKER: Okay.

13 SPEAKER: Yeah. Finding that data. And
14 the third thing that I'll put out there, don't --
15 when you go through traffic and quality of life in
16 neighborhoods, they are very emotional issues. We
17 all have a stake in where we live, and it's our
18 home. Don't be afraid of the passion and the
19 energy that comes from large community meetings.
20 It's okay. We're here, we learn, we get to
21 understand what other people's issues are and it
22 broadens us as a neighborhood. So it's okay now,
23 250 and 300, and yes it's passionate and yes, it's
24 chaotic sometimes, but that's part of neighborhood

1 involvement. It's okay.

2 SPEAKER: So be okay about large --

3 SPEAKER: Embrace it.

4 SPEAKER: Embrace it. I like that.

5 Yeah. Embrace; that's a good word. Yup.

6 SPEAKER: That's just [inaudible].

7 SPEAKER: Yup. Excellent. Other ways
8 the DOT can demonstrate being a partner with the
9 community of stakeholders? Okay. Then what else
10 have you not had an opportunity to convey in
11 another of these sheets or in the discussion that
12 was picked up by the recording? What are other
13 things that you -- that you would like to share,
14 that you would like to have considered, that you
15 have not had a chance, through these six questions,
16 to include in your comments?

17 SPEAKER: We touched on it with the
18 buses, but it would be beneficial and nice to see
19 more mass transit options in the future, like they
20 have in some of the larger metro areas that --
21 we're approaching the size that they were 30 years
22 ago and they had mass transit in place.

23 SPEAKER: Uh-huh. Okay. Okay.

24 SPEAKER: Like DC or Atlanta.

1 SPEAKER: Well, I think one of the things
2 that we all have a concern about, particularly in
3 these neighborhoods around here, we've talked about
4 in the greater, you know, preservation of the
5 quality of life, but I think we all in the back of
6 our mind have these tremendous concerns about the
7 degradation of the value of our properties and our
8 homes.

9 SPEAKER: Okay.

10 SPEAKER: And just being sensitive,
11 obviously, you know, we live in an area where we
12 know it's growing, and that's appealing. But by
13 the same token, you know, we are worried that we
14 bought these homes in these nice neighborhoods and
15 we've established our families here, and now our
16 homes aren't going to be worth anything because
17 there's a giant highway next to it. So I think
18 that's kind of in the back of all our minds, as
19 well.

20 SPEAKER: Okay. All right. Good. Yes.

21 SPEAKER: Touched on it by now, but this
22 is much bigger than the stuff that we're doing.

23 SPEAKER: Sure.

24 SPEAKER: Right -- right now, we sort of

1 have cameras and technology that lets us know what
2 roads are packed, and here's your alternative
3 routes that we use in public to probably direct us
4 out before we get through our neighborhood streets.
5 But we don't have a lot of data out there that we
6 can see or can be monitored on air quality, and
7 we're beginning to see as these traffic backups on
8 Wade Avenue and Hillsborough and Western Boulevard,
9 trying to get through in rush hour, we're not -- my
10 guess is, we probably got an air change issue. And
11 it would be interesting to begin to start
12 monitoring on some of it in major cause areas
13 before you, for example. What are those air
14 qualities? And it will scare a few people, but on
15 the other hand it will also help us understand we
16 need to start really doing something about it.

17 SPEAKER: Yes.

18 SPEAKER: So it's just, we don't have
19 much of that data out there, or at least I can't
20 find much of it.

21 SPEAKER: Okay. Thank you.

22 SPEAKER: So I'd like to know if NCDOT
23 and their consulting engineers are thinking way
24 outside the box in some cases. I know there's some

1 unusual intersections in the Crabtree Valley. It's
2 a big mess. But I was -- NCDOT actually had an
3 access to something called the diverging diamond
4 interchange. So they're aware of that. But these
5 are things that are happening in other parts of the
6 country, possibly in other parts of the world and
7 have maybe worse traffic than we have. I'd like to
8 know that they're exploring all those options
9 before they come to some final conclusion. And if
10 this is --

11 SPEAKER: I think that's the state of the
12 art, yeah.

13 SPEAKER: Ma'am.

14 SPEAKER: Okay. Let's see here.

15 SPEAKER: I guess studying other parts of
16 the world is the reason why we have roundabouts all
17 up and down Hillsborough Street now.

18 SPEAKER: You may -- you may also be
19 looking at many of our -- I mean, many -- much work
20 is done publicly on bid situations. So I'm certain
21 engineering firms have different costs.

22 SPEAKER: Yup.

23 SPEAKER: So I don't know how to put
24 that.

1 SPEAKER: Open access to bids, and --
2 open access to biddings, so we understand who's
3 bidding, who's getting contracts.

4 SPEAKER: Uh-huh. Uh-huh.

5 SPEAKER: And why they get them. I mean,
6 what's the cause?

7 SPEAKER: Is that what you're saying? Is
8 -- is that what --

9 SPEAKER: I hadn't thought of that. Open
10 access to bidding, and there may be open access to
11 bidding in North Carolina.

12 SPEAKER: Well, access to who can see --
13 or so we can see what --

14 SPEAKER: And what their proposals are.
15 Yeah.

16 SPEAKER: Okay. All right.

17 SPEAKER: Because you'll be able to look
18 up their firms, then, and see what other projects
19 they've done online.

20 SPEAKER: Okay.

21 SPEAKER: I'd like to tie back into what
22 she said just a second ago about -- there's a lot
23 of technology that's out there, that engineering
24 folks study and understand, how that necessarily

1 could possibly impact traffic flow in Raleigh in
2 neighborhoods and so forth. It would be kind of
3 fun for DOT to perhaps start an educational
4 process. Not everyone would be interested, again.
5 But how do we find out what Raleigh's options are
6 and how they are working and what was before and
7 what was after and the qualities that we've got?

8 SPEAKER: Uh-huh. Great.

9 SPEAKER: So it sort of helps us get a
10 little comfortable with changes that may come.

11 SPEAKER: Sure. Great.

12 SPEAKER: Something like that might be
13 helpful prior to the presentation of the different
14 designs.

15 SPEAKER: Uh-huh.

16 SPEAKER: Just to get those of us who do
17 have an interest to show up to these things. I
18 mean, I'm not an engineer. You know, that's not my
19 background, so having a little bit of education on
20 how these problems are dealt with and what types of
21 solutions have been proposed and understanding a
22 little bit of that may be helpful prior to the
23 presentation of the designs, where we're just
24 looking at, oh, you stuck a road there. Okay?

1 SPEAKER: Uh-huh. Yes. Prior to the
2 presentation, yes. That's very helpful.

3 SPEAKER: Yeah, and that goes back to,
4 probably, that very first session we had this
5 morning. At the very beginning, there's a lot of
6 concern that Ridgewood would be widened. And of
7 course there's going to be concern about that, but
8 that may not be the most critical problem, because
9 Ridgewood at 9,000 trips a day has a capacity
10 probably for 20,000 trips a day without widening.
11 And if traffic is the concern, you may see double
12 your volume without having to widen your road. So
13 help us understand that capacity piece.

14 SPEAKER: Yes.

15 SPEAKER: Just because you're not
16 widening, we're --

17 SPEAKER: But there could be an education
18 system called Traffic Signals 101 for explaining to
19 us the options that are available at Ridge and Glen
20 Eden. And that would just be a foundation to base
21 other information on.

22 SPEAKER: Yes.

23 SPEAKER: I think you've got that. I
24 think you're good. Anything else that you've not

1 had a chance to say that you would like to have
2 heard by DOT and the engineering firms as they go
3 through this next iteration of the design cycle?

4 Okay, let me talk briefly about next
5 steps. As Beth indicated, all comments will be
6 listened to, both through the recording of the
7 sessions as well as a review of the themes that
8 have been charted on paper by Cassie. The data
9 from all sessions from all three days that sessions
10 occurred will be aggregated into a report that will
11 go to the engineering firms. They will also be
12 available on DOT's website, so you will have access
13 to that report. And Beth mentioned this morning
14 that their anticipated timeframe was to have that
15 complete by early November. Engineering firms at
16 that point will be generating ideas based on the
17 number of factors, including the values expressed
18 in these listening sessions, and then they will
19 bring that back to the community. Beth indicated
20 this morning it had not been -- it's not been
21 designed yet, but at that point it will come back
22 to the community in some form, so that you have the
23 opportunity to offer feedback as well.

24 SPEAKER: Do you know if that'll happen

1 before Christmas?

2 SPEAKER: I don't -- I do not know. I do
3 not know. But I am sure that DOT will work to keep
4 people informed. So thank you again, this
5 concludes this listening session.

6 SPEAKER: Don't forget to give us your
7 little cards, so we can capture the data where
8 they're drawing this from.

9 SPEAKER: Do you mind if you would take
10 these pieces of paper and put them out? I'd like
11 to take a picture.

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